



# SORELL PLANNING AUTHORITY (SPA) AGENDA

1 JULY 2025

COUNCIL CHAMBERS  
COMMUNITY ADMINISTRATION CENTRE (CAC)

# NOTICE OF MEETING

Notice is hereby given that the next meeting of the Sorell Planning Authority (SPA) will be held at the Community Administration Centre (CAC), 47 Cole Street, Sorell on Tuesday, 1 July 2025 commencing at 4:30 pm.

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## C E R T I F I C A T I O N

I, Robert Higgins, General Manager of the Sorell Council, hereby certify that in accordance with Section 65 of the *Local Government Act 1993*, the reports in this Agenda have been prepared by persons who have the qualifications and experience necessary to give such advice. Information and recommendations or such advice was obtained and taken into account in providing general advice contained within the Agenda.

ROBERT HIGGINS  
GENERAL MANAGER  
26 JUNE 2025



## **AGENDA**

FOR THE SORELL PLANNING AUTHORITY (SPA) MEETING TO BE  
HELD AT THE COMMUNITY ADMINISTRATION CENTRE (CAC), 47  
COLE STREET, SORELL ON TUESDAY 1 JULY 2025

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## AUDIO-VISUAL RECORDING OF MEETINGS

I would like to advise that an audio-visual recording is being made of this meeting. I also remind everyone present to be respectful and considerate towards others attending the meeting. Language or behaviour that could be perceived as offensive, defamatory, or threatening to any person attending the meeting, or to those listening to the recording, will not be tolerated.

### 1.0 ATTENDANCE

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Chairperson Mayor Gatehouse  
Deputy Mayor C Wooley  
Councillor B Nichols  
Councillor M Larkins  
Councillor M Miro Quesada Le Roux  
Councillor M Reed  
Councillor N Reynolds  
Councillor C Torenus  
Robert Higgins, General Manager

### 2.0 APOLOGIES

Councillor S Campbell – Approved Leave of Absence

### 3.0 CONFIRMATION OF THE MINUTES OF 03 JUNE 2025

#### RECOMMENDATION

"That the Minutes of the Sorell Planning Authority (SPA) Meeting held on 03 June 2025 be confirmed."

### 4.0 DECLARATIONS OF INTEREST



#### AGENDA

SORELL PLANNING AUTHORITY (SPA) MEETING  
1 JULY 2025

In considering the following land use planning matters the Sorell Planning Authority intends to act as a planning authority under the *Land Use Planning and Approvals Act 1993*.

## 5.0 LAND USE PLANNING

### 5.1 5.2025.97.1 – MEDICAL CENTRE & PHARMACY, 5 STATION LANE & 27 COLE STREET, SORELL

<b>Applicant:</b>	Rhondor Pty Ltd
<b>Proposal:</b>	Medical Centre & Pharmacy
<b>Site Address:</b>	5 Station Lane & 27 Cole Street, Sorell (CT 232925/1 & 158000/1)
<b>Planning Scheme:</b>	<i>Tasmanian Planning Scheme (Sorell LPS)</i>
<b>Application Status</b>	Discretionary
<b>Relevant Legislation:</b>	Section 57 of the <i>Land Use Planning and Approvals Act 1993 (LUPAA)</i>
<b>Reason for SPA meeting:</b>	Value of work

<b>Relevant Zone:</b>	General Business
<b>Proposed Use:</b>	Medical Centre and Pharmacy
<b>Applicable Overlay(s):</b>	Flood Hazard Area Overlay
<b>Applicable Codes(s):</b>	Parking and Sustainable Transport; Road and Rail Assets
<b>Valid Application Date:</b>	24 April 2025
<b>Decision Due:</b>	2 July 2025
<b>Discretion(s):</b>	1 Design (roof top plant)
	2 Design (amount of glazing to façade)
	3 Car parking numbers
	4 Traffic generation
	5 Flood-prone area
<b>Representation(s):</b>	One

#### RECOMMENDATION

That pursuant to Section 57 of the *Land Use Planning and Approvals Act 1993* Council resolve that Planning Application 5.2025.97.1 for a Medical Centre & Pharmacy at 5 Station Lane & 27 Cole Street, Sorell be approved, subject to the following conditions:

1. Except where modified by a condition of this permit, the use and development must be substantially in accordance with the endorsed plans and documents:



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1 JULY 2025

- P1 (planning assessment from Irenelnc Planning & Urban Design dated April 2025)
  - P1 (concept services report from Gandy & Roberts dated 4 April 2024)
  - P1 (traffic impact assessment from Midson Traffic Pty Ltd dated April 2025)
  - P2 (flood hazard memo from Hydrodynamica dated 29 May 2025)
  - P1 (engineering drawings from Gandy & Roberts dated 4 April 2025), and
  - P1 (architectural drawings from Jaws Architects Rev B dated 9 April 2025).
2. Ground level glazing to Station Lane is to be increased by at least 2m<sup>2</sup> per tenancy.
  3. Signage must not exceed 4.5m<sup>2</sup> per sign.
  4. The footpath in front of 5 Station Lane must be extended with identical surface and width throughout the frontage of the car parking area.
  5. Prior to the commencement of construction works, a financial contribution in lieu of 12 car parking spaces is required for the improvement of existing parking facilities in the vicinity. The amount of the total contribution is \$105,240.00 in accordance with the fee schedule for 2025-2026 (\$8,770.00 per space) and indexation at the CPI rate for Hobart until paid. Alternatively, a varied or staged payment schedule may be agreed to by Council's General Manager and set out in a deed, part 5 agreement or other suitable contract prior to the commencement of construction works.
  6. Prior to the commencement of use, the land between the car parking spaces and the frontage must be landscaped with grasses, ground covers or shrubs.

### **Development Engineering**

7. Prior to any works commencing within the road reservation, a Vehicular Crossing and Associated Works Application (available on Council's website) must be submitted with an associated permit granted for the works.

8. Prior to first use, the existing vehicular access including removal and reinstatement on footpath and kerbing must be upgraded to compliant LGAT dimensions, surface treatment, drainage, and sight distance as specified in a Vehicular Crossing Permit issued by Sorell Council.
9. Prior to the commencement of the development of the site, detailed engineering drawings of the Parking Facilities shown in development plans approved by this permit must be submitted and approved by Council. The drawings must:
  - a. be prepared by a suitably qualified engineer;
  - b. be substantially in accordance with AS/NZS 2890;
  - c. include relevant details pertaining to roadways, footpaths, access driveways, circulation roadways, and parking modules (including aisles and bays); detail physical controls (e.g., wheel stops) to be installed;
  - d. show traffic signage, line-marking, and pavement marking, where required;
  - e. detail all relevant layout dimensions, levels, transitions and gradients;
  - f. provide lighting specifications in accordance with AS/NZS 11548; and
  - g. Reference specific IPWEA Standard Drawings (i.e., TSD) where required.
10. Prior to first use, all Parking Facilities (including off-street & on-street, car parking, commercial vehicle facilities, and facilities for people with disabilities) shall be constructed in accordance with the detailed designs approved by Council.
11. Prior to first use, at least 28 off-street car parking spaces must be provided and be available for car parking at all times.
12. All stormwater runoff from the developed site shall be discharged via gravity to the Council approved stormwater system, or the satisfaction of Council's Development Engineer, and shall satisfy the following:
  - a. All stormwater pipes collecting runoff from drainage surfaces and spaces (e.g., parking area hardstand, roof catchments, retaining walls) shall be designed to wholly accommodate the relevant runoff quantities generated by the development;

- b. Concrete kerbing shall be installed along the entire length of the internal circulation roadway, car parking and turning areas, to direct stormwater into the stormwater system, using appropriate surface falls and directions;
- c. Grated pits and drains, and stormwater lot connections (minimum size of DN150) shall be installed at suitable locations and constructed to a trafficable standard;
- d. No ground stormwater runoff generated from the development shall be directed onto neighbouring properties;
- e. The minor stormwater (on-site detention) system shall include a minimum 2682 litres detention tank and be in general accordance with the advertised engineer's advice and concept plan prepared by "Gandy and Roberts Consulting Engineers", titled "Concept Stormwater Plan", DWG sheet "C040", dated 14/04/2025;
- f. An instruction & maintenance plan for the on-site detention system shall be provided by the responsible designer to the owner, who shall be responsible for the maintenance of said system;  
*Advice: This must be provided during BA/PA.*
- g. Council must be notified, and all stormwater works within the road reserve must be inspected by Council prior to any backfilling. Please call Council on 6269 0000 to arrange a time giving at least 24 hours' notice.

13. Any existing Council infrastructure that is damaged or modified in any way, as a consequence of these works, shall be repaired or reinstated by the developer to its original condition, as soon as reasonably practicable, at the developer's cost.

14. During the works period, the developer shall contain all materials within the property boundaries and maintain the site so as not to cause a hazard to pedestrian or vehicular traffic.

15. The developer shall be responsible for the location of any existing services and Council infrastructure.

16. All works shall be undertaken by the developer at the developer's cost.

## Environmental Health

17. All civil and building construction work associated with the development must be within the following hours:

- a. 7.00. a.m. to 7.00. p.m. from Monday to Friday;
- b. 8.00 a.m. to 6.00 p.m on Saturdays; and
- c. 10 a.m. to 6.00 p.m on Sundays or public holidays.

Approval must be obtained from the Manager Regulatory Services for any works outside of these hours.

18. Airborne dust from construction works, roads, disturbed areas, storage heaps, or machinery operating on the land must not create an environmental nuisance. Areas must be dampened, covered, compacted or otherwise treated to reduce dust emissions.

19. The building shall be designed to:

- a. reduce external noise from the mechanical plant situated on the roof of 27 Cole Street, Sorell to a level suitable for the intended internal use; and
- b. prevent offensive odours from adjacent food business exhaust canopies entering the air conditioning intake.

## NOTE: THE FOLLOWING ADVICE APPLIES TO THIS PERMIT

### Legal

- The permit does not take effect until 15 days after the date that this permit was served on you as the applicant and each representor provided that no appeal is lodged as provided by s53 of the Land Use Planning and Approvals Act 1993.
- This planning approval shall lapse at the expiration of two (2) years from the date on which this permit became valid, if the permit is not substantially commenced. At the discretion of the Planning Authority, the expiration date may be extended for a further two (2) years on two separate occasions for a total of six (6) years. Once lapsed, a new application will be required.

### Asset Protection

- In accordance with the *Local Highway Bylaw 2 of 2015*, the owner is required to repair any damage to any Council infrastructure caused during construction.
- Council recommends contacting Dial-Before-You-Dig (phone 1100 or [www.1100.com.au](http://www.1100.com.au)) before undertaking any works.

### Other Approvals

- All stormwater management measures and designs on the endorsed plans and documents, together with any related permit condition, constitutes General Managers consent under section 14 of the *Urban Drainage Act 2013*.
- This permit does not imply that any other approval required under any other by-law or legislation has been granted.
- Separate building and plumbing approval may be required prior to the commencement of the development/use.

### TasNetworks Advice

- Based on the information provided, the development is not likely to adversely affect TasNetworks' operations.

Regarding the redevelopment of the car park which has a TasNetworks kiosk substation located, it is highly recommended to install bollard around kiosk to save the asset from inadvertent hit. Mechanical strength of the bollard must be compatible to prevent the possible vehicle impact (light or heavy) from colliding to the asset.

The minimum operational access requirements for TasNetworks owned substations are as follows:

- i. An electrical infrastructure easement is required over all TasNetworks owned equipment installed on, over or under private property, council land, schools, reserve roads/Crown land and TasRail corridors.
- ii. TN vehicle access to the substation site must be available year-round in all weather conditions to allow for repairs and/or maintenance.
- iii. Unfettered 24-hour access must be available to all TasNetworks owned equipment.

- iv. All equipment installed behind locked gates, in locked buildings or other secured areas must be accessible by utilising a standard TasNetworks issued substation lock.
- v. Substation equipment and access routes must not be within an area that is classified as a Hazardous Area mentioned in the AS/NZ wiring rules.
- vi. Access and operational clearances must comply with the AS2067 rules with respect to avoidance of road vehicle damage to the equipment.
- vii. Ensure acceptable safety for persons within the zone of influence of the substations earthing system as per AS 2067.
- viii. Ensure protection of the TasNetworks equipment during any demolition or construction works.
- ix. Determination and completion of fire risk assessment for minimum fire clearance in accordance with AS2067.

For the existing house to be demolished, it is recommended the proponent contact their energy retailer to abolish the power supply.

It is recommended that the customer or their electrician submit an application via our website portal found here <https://www.tasnetworks.com.au/Connections/Connections-Hub> to establish an electricity supply connection to support this development.

The customer or their electrician could contact TasNetworks on 1300 137008 if they have any questions.

You may appeal against the above conditions, any such appeal must be lodged within fourteen (14) days of service of this notice to TASCAT, 38 Barrack Street Hobart 7000 Ph: (03) 6165 6790 or email [resourceplanning@tascat.tas.gov.au](mailto:resourceplanning@tascat.tas.gov.au)

## Executive Summary

Application is made for a Medical Centre & Pharmacy at 5 Station Lane, Sorell. This property is zoned General Business and occupies a central location within the Sorell activity centre.

The key planning consideration relates to car parking.

The application is considered to comply with each applicable standard of the *Tasmanian Planning Scheme (Sorell LPS)* and is recommended for conditional approval.



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## Relevance to Council Plans & Policies

Strategic Plan 2019-2029	Objective 1: To Facilitate Regional Growth Objective 2: Responsible Stewardship and a Sustainable Organisation Objective 3: To Ensure a Liveable and Inclusive Community
Asset Management Strategy 2018	The proposal has no significant implications for asset management.
Risk Management Strategy 2018	In its capacity as a Planning Authority, Council must determine this application. Due diligence has been exercised in preparing this report and there are no predicted risks from a determination of this application.
Financial Implications	No financial implications are anticipated unless the decision is appealed to TASCAT. In such instances, legal counsel is typically required.
Open Space Strategy 2020 and Public Open Space Policy	The proposal has no significant implications for open space management.
Enforcement Policy	Not applicable.
Environmental Sustainability Policy	There are no environmental implications associated with the proposal.

## Legislation

- This report details the reasons for the officer recommendation.
- Broadly, the planning authority can either adopt or change the recommendation by adding, modifying or removing conditions or replacing an approval with a refusal (or vice versa). Any alternative decision requires a full statement of reasons to comply with the *Judicial Review Act 2000* and the *Local Government (Meeting Procedures) Regulations 2015*.
- The planning authority has a specific role in LUPAA. As noted by the Tribunal:

*The role of the Council in relation to planning matters is, in very broad terms, to uphold its planning scheme. In that context it is in a sense, blind to everything but the terms of the Scheme. It*

*cannot put economic advantage or perceived community benefits over the terms of the Scheme. And in the context of enforcement proceedings unless expressly authorised to do so, it may not take any approach which is inconsistent with the terms of its Scheme.*

### **Planning Scheme Operation – for Zones, Codes and site specific provisions**

- Clause 5.6.1 requires that each applicable standard is complied with if an application is to be approved.
- Clause 5.6.2, in turn, outlines that an applicable standard is any standard that deals with a matter that could affect, or could be affected by, the proposal.
- A standard can be met by either complying with an acceptable solution or satisfying the performance criteria, which are equally valid ways to comply with the standard.
- An acceptable solution will specify a measurable outcome. Performance criteria require judgement as to whether or not the proposal reasonably satisfies the criteria.
- Clause 6.10 outlines the matters that must be considered by a planning authority in determining applications. Clause 6.11 outlines the type of conditions and restrictions that can be specified in a conditional approval.

### **Referrals**

Agency / Dept.	Referred?	Response?	Conditions?	Comments
Development Engineering	Yes	Yes	Yes	Nil
Environmental Health	Yes	Yes	Nil	Nil
Plumbing	No			
NRM	No			
TasWater	Yes	Yes	Yes	Nil
TasNetworks	Yes	Yes	Yes	Nil
State Growth	No			

### **Report**

#### **Background**

The site has approval for a three-storey office building subject to a cash-in-lieu contribution for 29 car parking spaces.

## Description of Proposal

Application is made for a two-storey structure commercial building on the western side of the Gateway complex in Sorell.

### *Use*

The upper level and part of the ground level ('commercial tenancy 1') are proposed as a medical centre with a total floor area of 1,117m<sup>2</sup>. Part of the ground level ('commercial tenancy 2') is proposed as a pharmacy with a floor area of 336m<sup>2</sup>.

### *Development*

The structure occupies a 43.6m long and 19.7m deep footprint with a height of 8.85m (10.85m to the top of roof plant enclosure).

The front façade facing Station Lane is a mix of exposed aggregate walls, face brick, aluminium panels in a mix of light grey, dark grey and bronze finishes, and glazing. Two signage envelopes are proposed. A 1.8m deep awning is proposed above the footpath.

The north elevation uses similar materials with extensive glazing and one signage envelope. The awning extends along this elevation above internal footpaths.

The south elevation is predominately exposed aggregate concrete with aluminium panels and glazing.

The rear elevation is entirely exposed aggregate concrete (dark grey).

Car parking consists of 28 spaces (including one accessible space), two motorcycle spaces, eight bike racks and one loading bay. The existing grease trap and substation are maintained. Perimeter car parking is provided.

The application is supported by:

- planning assessment from Irenelnc Planning & Urban Design dated April 2025;
- concept services report from Gandy & Roberts dated 4 April 2024
- traffic impact assessment from Midson Traffic Pty Ltd dated April 2025
- flood hazard memo from Hydrodynamica dated 29 May 2025
- engineering drawings from Gandy & Roberts dated 4 April 2025, and

- architectural drawings from Jaws Architects Rev B dated 9 April 2025.

### Description of Site

5 Station Lane is a regular shaped lot of 888m<sup>2</sup> in size. The site is flat, vacant and contains no vegetation. 27 Station Lane is the address of the Gateway complex. The part of 27 Station Lane that forms part of the site is an area directly north of 5 Station Lane that is approximately 971m<sup>2</sup> in size. This part contains an existing office use building that is to be demolished and existing car parking. This part of the site is also flat and contains no vegetation.

The site is fully serviced. Station Lane is a sealed public road and the speed limit is set at 50 km/hr. There is a 3.5m wide concrete footpath along the full frontage of 5 Station Lane which narrows to an older 1.5m wide footpath along the frontage of 27 Station Lane. Stormwater services are provided in Station Lane which are generally undersized.

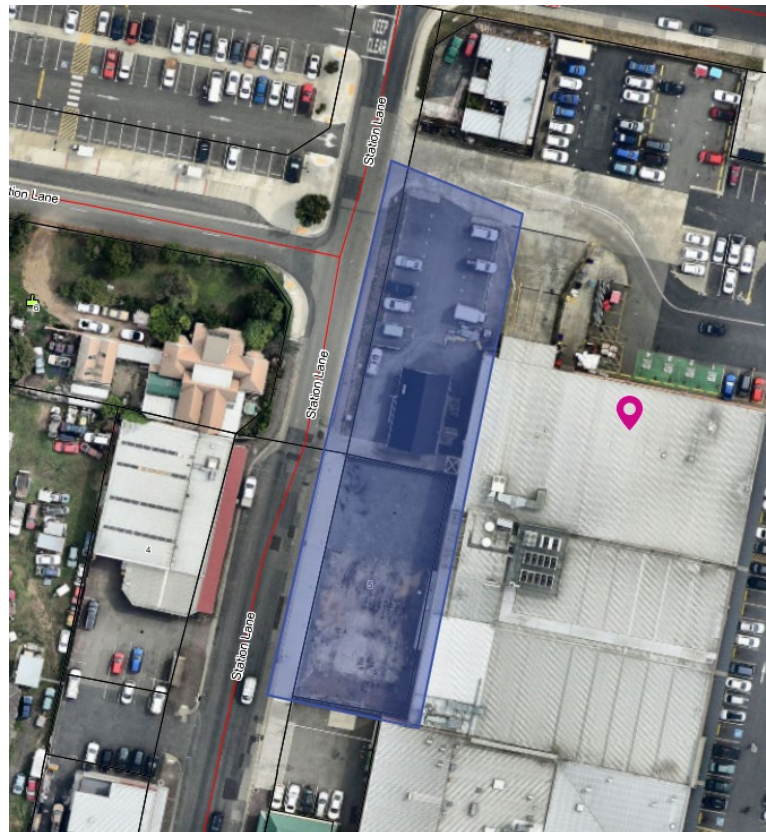


Figure 1. Subject site.

## Planning Assessment

### Zone

Both uses have a no permit required status in the use table.

The use standards, and some development standards, do not apply as the site is more than 50m from the General Residential Zone.

Applicable zone standards		
Clause	Matter	Complies with acceptable solution?
15.4.1 A1	Height	Yes, as height is less than 12m.
15.4.2 A1	Frontage setback	Yes, as the building is built to the frontage at ground level.
15.4.3 A1	Design	No, as the roof-top plant is not contained within the roof. The design complies with respect to screening of plant, illumination and avoidance of security shutters etc. Refer to performance criteria assessment below.
15.4.3 A2	Design	No, as the ground level façade is approximately 30% glazed, less than the 40% acceptable solution. The design complies with respect to pedestrian access, awnings and avoiding blank walls. Refer to performance criteria assessment below.

### Performance Criteria Assessment 1 – Clause 15.4.3 P1 Design (roof-top plant)

*New buildings must be designed to be compatible with the streetscape, having regard to:*

- (a) *minimising the visual impact of mechanical plant and other service infrastructure, such as heat pumps, air conditioning units, switchboards, hot water units and the like, when viewed from the street or other public places;*
- (b) *minimising the visual impact of security shutters or grilles and roof-top service infrastructure, including lift structures; and*
- (c) *providing suitable lighting to vehicle parking areas and pathways for the safety and security of users.*

It is considered that the performance criteria is satisfied as the roof-top plant is neatly enclosed and will not detract unreasonably from views.

Performance Criteria Assessment 2 – Clause 15.4.3 P2 Design (ground level façade glazing)

*New buildings or alterations to an existing façade must be designed to be compatible with the streetscape, having regard to:*

- (a) *how the main pedestrian access to the building addresses the street or other public places;*
- (b) *windows on the façade facing the frontage for visual interest and passive surveillance of public spaces;*
- (c) *architectural detail or public art on large expanses of blank walls on the façade facing the frontage and other public spaces so as to contribute positively to the streetscape and public spaces;*
- (d) *installing security shutters or grilles over windows or doors on a façade facing the frontage or other public spaces only if essential for the security of the premises and any other alternatives are not practical; and*
- (e) *the need for provision of awnings over a public footpath.*

It is considered that glazing should be increased by 2m<sup>2</sup> per ground level tenancy in order to ensure glazing is sufficient to achieve passive surveillance and provide visual interest.

## Code

### Signs Code

Applicable Code standards		
Clause	Matter	Complies with acceptable solution?
C1.6.1 A1	Design and siting	Yes, subject to conditions.
C1.6.1 A3	Number	Yes, one per tenancy per frontage.

### Parking and Sustainable Transport Code

Applicable Code standards		
Clause	Matter	Complies with acceptable solution?
C2.5.1 A1	Parking numbers	No, refer to performance criteria assessment below.
C2.6.1 A1	Bicycle numbers	Yes. Eight provided.
C2.6.2 A1.1	Motorcycle numbers	Yes. Two provided.
C2.6.1 A1	Construction	Yes. Sealed and drained.

C2.6.2 A1	Design and Layout	Yes. Compliant dimensions and design.
C2.6.3 A1	Access numbers	Yes. Single access only.
C2.6.4 A1	Lighting	Yes. Provided.
C2.6.5 A1	Pedestrian	Yes. Pathways provided.
C2.6.7 A1/A2	Bike Parking	Yes. Located close to access and with sufficient dimensions.

### Performance Criteria Assessment 3 – Clause C2.5.1 P1 Parking Numbers

*The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:*

- (a) the availability of off-street public car parking spaces within reasonable walking distance of the site;*
- (b) the ability of multiple users to share spaces because of:*
  - (i) variations in car parking demand over time; or*
  - (ii) efficiencies gained by consolidation of car parking spaces;*
- (c) the availability and frequency of public transport within reasonable walking distance of the site;*
- (d) the availability and frequency of other transport alternatives;*
- (e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;*
- (f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;*
- (g) the effect on streetscape; and*
- (h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.*

The planning scheme specifies a ratio of four car parking spaces per practitioner for the medical centre and one space per 30m<sup>2</sup> floor area for the pharmacy, which totals 51 spaces.

The traffic impact assessment (TIA) provides an empirical parking demand of 30 spaces for the medical use and also discounts pharmacy parking by 25% on the basis of shared use between tenancies.

The shared use reduction for pharmacy is logical and accepted.

The TIA references NSW surveys that suggest parking demand can be determined by either a ratio of three spaces per practitioner or 4.3 spaces per 100m<sup>2</sup> of floor area resulting in a range of 30-48 spaces compared to 40 spaces required by the scheme. The TIA adopts the lower ratio but also notes that the number of practitioners is low for the given floor area. Adopting the lower number does not appear valid as the floor area provided strongly suggests a higher number of practitioners can be provided for.

It is therefore considered that the parking demand is 40 for the medical centre (being the scheme ratio) and 8 for the pharmacy (applying the shared use reduction) for a total of 48 spaces. The car parking supply in the application is 28 resulting in a shortfall of 20 spaces.

With respect to the performance criteria, it is noted that:

- (a) Public car parking nearby consists of the park and ride (unavailable for short-term parking) and Neil Davis Lane. Neil Davis is highly utilised and land is available to increase capacity. The demand for parking is not reduced by available public car parking.
- (b) A shared use reduction of 25% for the pharmacy is considered reasonable as noted above.
- (c) Public transport is limited and does not reduce parking demand.
- (d) Other transport modes are limited and do not reduce parking demand.
- (e) There are no topographical constraints that impede the provision of parking.
- (f) There are eight spaces marked in Station Lane in front of the site. At present, the parking spaces are underutilised. These eight spaces reduce the shortfall to 12 spaces.
- (g) There are no streetscape qualities that impede the provision of parking.
- (h) As noted above, part of the TIA rationale is accepted.

In summary, there is a shortfall of 12 car parking spaces. Consistent with Council's Cash-in-lieu of car parking policy, a contribution should be required by conditions on any permit granted.

## Road and Railway Assets Code

Applicable Code standards		
Clause	Matter	Complies with acceptable solution?
C3.5.1 A1.4	Traffic generation	No. Traffic generation is more than 40 vehicles per day. Refer to performance criteria assessment below.

### Performance Criteria Assessment 4 – Clause C3.5.1 P1 Traffic Generation

*Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:*

- (a) any increase in traffic caused by the use;*
- (b) the nature of the traffic generated by the use;*
- (c) the nature of the road;*
- (d) the speed limit and traffic flow of the road;*
- (e) any alternative access to a road;*
- (f) the need for the use;*
- (g) any traffic impact assessment; and*
- (h) any advice received from the rail or road authority.*

It is considered that the performance criteria is satisfied as Station Lane has sufficient capacity to accommodate additional traffic volume and given the lack of practical alternatives.

## Flood-Prone Areas Code

Applicable Code standards		
Clause	Matter	Complies with acceptable solution?
C12.6.1 A1	Flooding	No acceptable solution. Refer to performance criteria assessment below.

### Performance Criteria Assessment 5 – Clause C12.6.1 P1 & P2 Flood-Prone Area

#### *P1.1*

*Buildings and works within a flood-prone hazard area must achieve and maintain a tolerable risk from a flood, having regard to:*

- (a) the type, form, scale and intended duration of the development;*

- (b) whether any increase in the level of risk from flood requires any specific hazard reduction or protection measures;
- (c) any advice from a State authority, regulated entity or a council; and
- (d) the advice contained in a flood hazard report.

#### P1.2

A flood hazard report also demonstrates that the building and works:

- (a) do not cause or contribute to flood on the site, on adjacent land or public infrastructure; and
- (b) can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures.

It is considered that the performance criteria is satisfied based on the findings of the Hydrodynamica report which shows that stormwater volumes are not significantly different pre- and post-development and that there is negligible displacement of overland flows.

### Representations

Clause 6.10.1 of the planning scheme requires the consideration of any representation received but 'only insofar as each such matter is relevant to the particular discretion being exercised'.

One representation was received, which is addressed in the following table.

Issue	Relevant Clause	Response
Omissions in the flood hazard report	C12.0	<p>As noted above, the proposal satisfies the provisions of the Flood Hazard Code.</p> <p>The application relies on a 2022 flood hazard assessment and a memo dated 29 May 2025. The memo addresses the current planning scheme provisions whereas the 2022 assessment is based under the former planning scheme.</p>

## Conclusion

The application is considered to comply with each applicable standard of the *Tasmanian Planning Scheme (Sorell LPS)* and is recommended for conditional approval.

## Shane Wells Manager Planner

Attachments:

Plan P24055\_DA-600

Plan P24055\_DA-601

Plan P24055\_DA-602

*Separate Attachments:*

*Planning Report from Ireneinc Planning & Urban Design*

*Concept Service Report from Gandy and Roberts*

*Traffic Impact Assessment from Midson Traffic Pty Ltd*

*Flood Report Addendum from Hydrodynamica*

*Flood Report from Hydrodynamica*

*Plans C001, C020, C040, C050 and C060 from Gandy and Roberts*

*Plans P24055\_DA- 000, P24055\_DA- 100, P24055\_DA- 101, P24055\_DA- 200, P24055\_DA- 201, P24055\_DA- 303, P24055\_DA- 304, P24055\_DA- 305, P24055\_DA- 400, P24055\_DA- 401, P24055\_DA- 500, P24055\_DA- 600, P24055\_DA- 601 and P24055\_DA- 602 from Jaws Architects.*





**P24055\_DA- 601**

**JAWS ARCHITECTS**

**MOBILITY**  
THE OFFSHORE STORE  
21 CHRISTIAN BLVD  
SUTTER HEIGHTS, TEXAS 75144

**LAURENCE**  
402 WASH ME AVE  
LEVEL 2, 634 B BURNING OAK DR  
JANICE@111587500

**JACOB HALE WOOD PT LTD**  
19152-0909 479

**TELEPHONE**  
409-222-4244  
FAX:00-9220-7924

**JAMES WOOD PT LTD**  
www.jacobs-pts.com

DE FACTO SITUATION: WHITE'S EMPLOYMENT AGREEMENT WITH THE COMPANY IS TERMINATED  
 1. THE MOST FAVORABLE LAW APPLICABLE TO THE AGREEMENT IS THE LAW OF THE STATE OF  
 2. THE MOST FAVORABLE LAW APPLICABLE TO THE AGREEMENT IS THE LAW OF THE STATE OF  
 3. THE MOST FAVORABLE LAW APPLICABLE TO THE AGREEMENT IS THE LAW OF THE STATE OF

**NOTE:**  
 IF PROVISION OF OTHER SERVICES ADJUSTED TO "STANDARD" IS THE ONLY OR A MAJOR  
 OCCURRENCE

FOR LOCATION OF ALL FITTINGS & PARTS ARE TO BE COORDINATED AND VERIFIED BY THE  
 CONTRACTORS

**NOTE:**  
 IF THE COMPANY IS REQUIRED TO OBTAIN A LICENSE OR PERMIT TO OPERATE THE FACILITY  
 BEFORE THE FACILITY IS OPENED TO THE PUBLIC, THE COMPANY SHALL BE RESPONSIBLE FOR  
 OBTAINING THE LICENSE OR PERMIT AND FOR THE COSTS OF OBTAINING THE LICENSE OR PERMIT

## PROJECT

**SORELL URGENT CARE CLINIC**  
5 STATION LANE, SORELL TAS 7172

For  
**Rhondor Pty Ltd**



### DRAWING

## DEVELOPMENT APPLICATION

## REVISIONS

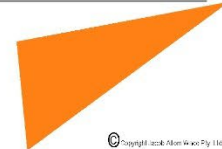
REV	DESCRIPTION	DATE
B	DEVELOPMENT APPLICATION	09/04/2025
A	DRAFT DA SET	07/04/2025

DRAWING NAME

ARTIST IMPRESSION

SCALE: @A3  
DRAWN: ML  
CHECKED: HL  
ACCREDITED DESIGNER: HL  
ACCREDITED NUMBER: 682220660  
PLOT DATE: 09/04/2025

CAD REF: O:\P25013 Sorell Urgent Care Clinic\P25013 Sorell Urgent Care Clinic R24.rvt



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## AGENDA

SORELL PLANNING AUTHORITY (SPA) MEETING

1 JULY 2025



P24055\_DA- 602

## JAWS ARCHITECTS

10/10 BROADWAY, SUITE 101  
10/10 BROADWAY, SUITE 101  
SUITE 101, SUITE 101  
SUITE 101, SUITE 101

10/10 BROADWAY, SUITE 101  
10/10 BROADWAY, SUITE 101  
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SUITE 101, SUITE 101  
SUITE 101, SUITE 101

### PROJECT

SORELL URGENT CARE CLINIC  
5 STATION LANE, SORELL TAS 7172

For  
Rhondor Pty Ltd



Development Application - 5 Station Lane Sorell  
7172  
Rhondor Pty Ltd  
10/10 BROADWAY, SUITE 101

### DRAWING

## DEVELOPMENT APPLICATION

### REVISIONS

REV	DESCRIPTION	DATE
B	DEVELOPMENT APPLICATION	09/04/2025
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### DRAWING NAME

SCALE:  
DRAWN:  
CHECKED:  
ACCREDITED DESIGNER:  
ACCREDITED NUMBER:  
PLOT DATE:

### ARTIST IMPRESSION

@A3  
ML  
HL  
HL  
68220660  
09/04/2025

CAD REF: 01P25013 Sorell Urgent Care ClinicP25013, Sorell Urgent Care Clinic, R24.nld

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**AGENDA**  
SORELL PLANNING AUTHORITY (SPA) MEETING  
1 JULY 2025